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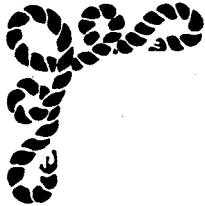


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FIFTH COAST GUARD DISTRICT (NR)
c/o Coast Guard Base Gloucester City, NJ 08030

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FRONT COVER

1988 5NR Commodores
with special appointment plaques
presented at Winter Conference
photo: M. Philip Stamm

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FROM Chief, Boating Safety

Update CAPT. J. B. Coyle



At last the long, cold winter is behind us, and with Spring finally beginning, one begins to think of boating — and of operational matters. Mission hour cards and reports heard around the District suggest that many of our flotillas will be ready, since you have made the most of the winter months with ambitious Member Training and Public Education programs. It seems you've been preparing also through many long Public Affairs hours invested in boat

show booths and print media articles. As boats and owners (even some potential boat owners) begin to emerge from hibernation, the time is ripe to focus on early Courtesy Examinations and Marine Dealer Visits. And of course... if you are just getting your own facility operational... there's no time like the present!

A couple of winter left-overs... A big word of thanks to DCO Al Lewis and the "Fifth Northern" for your gracious hospitality at the Winter District Board Meeting in King of Prussia. It was a well attended and spirited winter meeting, and DCO Lewis and his whole team are clearly off to an excellent beginning. I salute you for the seminars and workshops scheduled in conjunction with the meeting. WELL DONE to the Area Rear Commodores and the many District Staff Officers (and ADSOs) who invested heavy measures of time and effort to present such outstanding a series of Officer Workshops... and thanks to you, the membership for supporting those programs.

Finally, thanks to all who assisted the Coast Guard in promoting public participation in the public meetings on non-emergency assistance, and to DCO Al Lewis in particular, for coordinating arrangements. By the time this article reaches you, the Commandant may have had an opportunity to deliver new testimony to Congress in his continuing quest to restore same preference to the Auxiliary v. commercial salvors.

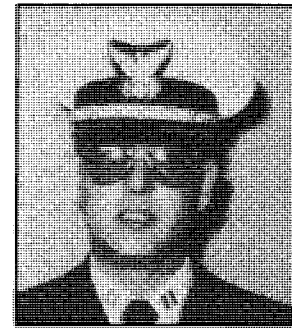
As we enter the 1988 operational season, I want to assure you that the budget is adequate to fund the upcoming season's patrol activity. Indeed, the need for your services will never have been greater.

By now, each flotilla either has — or soon will have — received final AMOS objectives. The District Planning Group have given careful consideration to all reclama, and the 1988 objectives should be reasonably achievable by all. As I have explained before, there is absolutely no reason to regard flotilla objectives levels as some sword of Damocles. Remember, competition in terms of mere volume is not an element of AMOS. An objective is just that... an objective... your DR track. And remember also, that members who surpass individual minimum participation levels still may be recognized with a ribbon even if the flotilla should miss the objective in a particular mission area. I think the true meaning and spirit of AMOS (and the Auxiliary) might best be illustrated by a conversation I recently had with a member who had just been named his division's *Auxiliarist of the Year*. This member (also an FSO-OP) was speaking with enthusiasm about his plans for the coming season... about the operational activities the flotilla already was planning with the local station.

(Continued on Page 3)

FROM THE DIRECTOR

Update LT William M. Cherry, DIRAUX



A number of questions regarding important policy issues have recently been placed before the Director. While the policies in question have been clarified for those directly involved, it occurs to me upon reflection that these "eternal" Auxiliary issues bear repetition here for the purview of all Fifth Northern Auxiliarists. Applicable policy can be found in your new Auxiliary Manual and it is not my intent to re-state that policy here. Rather, what follows are

excerpts from recent correspondence which explain my interpretation of applicable policy.

On Family Communications — "... we all are one FAMILY! Skipping about the chain of command, making threats, and/or name-calling will do little to help us attain our goal of solidifying a spirit of cooperation and mutual respect among all members of our family. This goal is shared by the Director, the elected and appointed leadership, and the members of this Region. Won't you take this goal to heart?"

On Auxiliary "Dues" — "... District policy requires Flotillas to pay their dues, as billed by DSO-FN, in FULL by the deadline imposed. Flotillas, who question the amount billed, should attach a note to their check listing the names and member numbers of those who appear on their year-end roster "in error" and send a letter, with supporting documentation, to the Director. The Director will investigate, take appropriate corrective action, and authorize DSO-FN to initiate refund — if warranted."

On Law Enforcement Personnel & Weapons — "... there is no prohibition barring law enforcement personnel from joining the Coast Guard Auxiliary or participating in any of its authorized programs; however, an Auxiliarist may not carry a weapon while in uniform or while engaged in an Auxiliary activity of any kind. To do so, could lead to placing the lives of other Auxiliarists and members of the boating public in jeopardy were the member required to act in his official capacity as a police officer. This is clearly contrary to the stated policy of the Commandant of the Coast Guard which prohibits Auxiliary involvement in any activity which involves the exercise of police powers. Carrying a weapon obviously contemplates both the exercise of police powers and use of the weapon if required. I would advise law enforcement personnel to join the Auxiliary only if they can clearly differentiate in their own mind, in good conscience, between their prospective duties as an Auxiliarist and their official duties as a member of the law enforcement community. If they cannot separate these two roles, THEY SHOULD NOT JOIN!"

On Auxiliary Damage Claims — "... I can tell you honestly from many years of experience that the Coast Guard wants to pay all Auxiliary damage claims if they can legally do so. However, in adjudicating claims, we are bound by applicable law and regulation. The Coast Guard Claims & Litigation Manual precludes payment for damage to a facility which results from normal wear even if such damage is sustained while operating under official orders."

On "Territorialism" — "... there shouldn't be any! We are one family and one Region; so, it follows that any activity conducted by Auxiliary units or members benefits us all. Flotillas do not have defined boundaries and District/Division boundaries,

(continued on page 4)

FROM THE BRIDGE

Update Alexander M. Lewis, DCO



VOLUNTEERS

Periodically it is appropriate to recognize the volunteers of the Coast Guard Auxiliary, here in the Fifth Northern District, and throughout the nation, unsurpassed by other volunteer organizations.

This was brought visibly to mind at the recent Coast Guard public hearings on the non-emergency towing policy, where high praise and recognition as a dedicated, volunteer organization was given to the Auxiliary by many of those

present.

As Auxiliarists you use your own vessels, you pay for your fuel, your equipment, and your vessel maintenance. You buy your own uniforms and mainly pay your own expenses.

You train each other. You give boating safety classes and boating education classes to the public. You examine their boats to see that they are safe, safety-equipped and sound, and this is quite a task, considering that in the past year, in this District, more than 20,000 boats were examined.

We are all part of the Coast Guard family. When they come in contact with us now, they are aware of the Coast Guard Auxiliary, our mission and our activities. They come away with amazement at the dedication and loyalty we display as volunteers. They are pleased with the good fortune to have in their midst this large body of mostly self-trained, dedicated, and willing boating volunteers.

The Coast Guard needs us to exercise the mandate we have accepted for the safe boating instruction provided to the public; for the augmentation we give to the regular and the reserve components; for spreading the word of the Coast Guard effort to the public; for examining for safety the many thousands of boats each year. And, above all, the Coast Guard recognizes our indispensable services during search and rescue efforts.

We must work very hard to get these additional "professionalisms" that make our effort excel as the epitome of volunteer organizations — the serious boating people who take a great deal of pleasure and get a lot of fun out of doing our work.

Alexander M. Lewis, DCO, 5NR

From Chief, Boating Safety Continued

He talked about facilities... BCM training... patrols... operation support. Very simply, he and his flotilla were planning — planning their efforts to perform worthwhile services about which they felt both competent and enthusiastic. As I listened to this member outline his plan to me, I was struck by the fact that this is AMOS in action... it is the essence of objectives setting... it is "setting your sights." It's pretty hard to get on base if you never step up to bat. AMOS will require redescription for the criteria used to award the District Commander's Trophy annually. Revised criteria will be published in the near future. Moreover, this annual flotilla award will be expanded to include the Fifth District Northern Region — one award for each region — beginning in 1988.

I wish you success, satisfaction, and safety as the boating season begins.

J. B. Coyle
CAPTAIN, U. S. Coast Guard
Chief, Boating Safety Division

AWARDS PRESENTED AT WINTER CONFERENCE

The following awards were presented at our Winter Conference in January at the Valley Forge Hilton in King of Prussia:

SERVICE AWARDS: presented to Division Captains since none of the recipients were present.

FOR 25 YEARS of Service: Flotilla 10-4 — Lillian Henry, Luther Henry, Frederick Kriebel; Flotilla 7-4 — Frank Creveling, Jr.; Flotilla 14-1 — Fred Wolfe.

FOR 30 YEARS of Service: Flotilla 3-8 Walter J. Smith.

FOR 45 YEARS of Service: Flotilla 2-1 — Robert Fairhiller; Flotilla 8-2 - Warren Knopp; Flotilla 6-1 — William Garry.

COXSWAIN AWARDS: presented by Captain William Griswold:

Howard C. M. Farrar, Flotilla 7-12; Jay W. Slepner, Flotilla 6-5; and Daniel L. Maxim, Flotilla 6-6; Daniel G. Beall, Flotilla 8-6 and Marcus A. Rickert, Flotilla 7-12.

AUXOP AWARDS: presented by Captain J. B. Coyle to all recipients who were present:

Howard F. Guest, Flotilla 5-6; Eugene A. Bentley, Flotilla 4-2; Barbara G. Cunningham, Flotilla 6-1; Carroll D. Wolf, Flotilla 10-6; and Leonard E. Karter, Flotilla 3-5.

CONGRATULATIONS TO ALL!

FROM THE BRIDGE: LT William Cherry (Continued from page 3)

while defined, should not be considered inflexible barriers. No flotilla or member has ever been granted "approval authority" over the activities of any other flotilla or member; however, it is expected that activities will be coordinated by all Auxiliary units/members in the area involved in a cooperative and courteous manner." and finally,

On AUXMIS Corrections — "... The Director's office processes incoming work within 8 hours of receipt. We acknowledge receipt of all AUXMIS transmittals if your IS Officer is submitting the required form with inputs. We mail weekly to the District Board & Staff and all Flotilla Commanders. All this means that your activities, qualifications, and member actions should appear on applicable AUXMIS printouts dated more than 30 days after submission of your inputs to this office! Additionally, your returned transmittal forms provide excellent documentation of previous data submission to the Director. In most cases, proper review and verification of the Flotilla Roster provided to each Flotilla Commander monthly would allow the unit ample time to discover omissions and to re-submit necessary inputs and/or corrections prior to year-end. Weekly submissions of our data to AUXMIS, coupled with the Director making all corrections, means your printouts will be extremely accurate providing that each member and unit executes their AUXMIS responsibilities on a timely and consistent basis throughout the year! Familiarity and unit/member responsibilities is a MUST... so, why not schedule an AUXMIS Seminar for your officers and members?"

William M. Cherry, LT USCG, DIRAUX, 5NR

DRESS SMARTLY

T-shirt



Ideal for summer casual wear

Golf Shirt



Get them from your Materials Officer



Jacket

Wear your Auxiliary emblem with pride.



OFFICIAL NATIONAL STORE
U. S. COAST GUARD AUXILIARY

FROM OPS & TRAINING OFFICER

Update CW02 "Chip" Hoovler, USCG



In my travels, I've noticed that some of you are unsure where the Auxiliary stands during these times of change, reorganization and reductions. Two Commandant messages released in January should give you an idea of where the Auxiliary stands (if you ever had any doubts):

On 10 January 1988 the Commandant's first message outlining the program reductions required for the Coast Guard to operate within its severely reduced budget was sent

to all Coast Guard units. It reduced aircraft flight hours, law enforcement patrols, regular SAR patrols, and training exercises. It also directed that we postpone all shoreside, and aids to navigation maintenance to the maximum extent possible. The message closed with, "In general, spend nothing that is not absolutely necessary for maintenance of truly essential services to the public. I need your help in managing our Coast Guard through these difficult times. Admiral P.A. Yost sends."

The Commandant clarified what he believed to be "truly essential services" in his second message. This message was simply two sentences: "(The reductions contained in my 10 January message) do not apply to the use of the Coast Guard Auxiliary. District Commanders conduct normal operations with the Auxiliary as appropriate."

If you're still in doubt, all meetings were limited in that 10 January message to "only those deemed essential by the District Commander." The Fifth Northern's Winter Conference was considered essential by our District Commander and went on as scheduled.

"Chip" Hoovler, CW02, USCG, Ops & Training Officer



A Short Course in Human Relations

The **SIX** Most Important Words:

"I ADMIT I MADE A MISTAKE"

The **FIVE** Most Important Words:

"YOU DID A GOOD JOB"

The **FOUR** Most Important Words:

"WHAT IS YOUR OPINION?"

The **THREE** Most Important Words:

"IF YOU PLEASE"

The **TWO** Most Important Words:

"THANK YOU"

The **ONE** Most Important Word:

"WE"

The **LEAST** Most Important Word:

"I"



submitted by Richard Hudson, PRCO-C, 5NR

FROM THE BRIDGE

Update William E. Pierce, VCO



Now that the Elected Officers' Training Workshop and the Division Staff Officers' Workshops are over we can start planning for next year's workshops. Armed with the many fine suggestions that YOU have provided, we hope to make next year's even better. I want to personally thank you all for your comments, both good and bad. It is only through constructive comments and suggestions that we can make changes for the next year's programs.

The MUTT TEAM is a coming, the MUTT TEAM is a coming.

Yes, the National MUTT (MOBIL UNIT TRAINING TEAM) is coming to 5NR. They will arrive in mid-May. The place will be Division XIV's facility at Lake Clarke. If you are interested and haven't already done so, contact our own CWO "Chip" Hoovler, through your Division MT or OP officer. You must be crew qualified to attend, the tasks will be for operator level only.

This region, thanks again to our OTO "Chip", has three District MUTT Teams, one for each area. These teams will bring to you the operations training needed in your area. They will be training from Crew right on through to Coxswain.

We are having our famous "VE" & "IT" schools again this year. Since at this point in time rosters are complete—hope you are on one if you wanted to attend. The classes will be limited to about 30 students, although Ed Rearick has informed me he will accept up to 40.

Please try to attend our April Conference, it's the best conference we have. WHY you ask? It is our Awards Conference, the one where we get our "pay". We work all year for the best Auxiliary District in the country. We do a great job in, and for, that District and the Coast Guard and it is at this conference where the District thanks all of us. This District, last year, won three of the four National Awards, Public Education, Vessel Examinations, and Operations, and we were tops in the Nation in Member Resources but missed the goal by about 21 persons. The reason I'm telling you this is, if we won all that at the National level it stands to reason we all did a great job. So come you all to Lancaster to the Treadway Inn and receive the "pay" you worked so hard for. The Treadway Inn, if you have never been there, is a wonderful place. It has an indoor swimming pool, fountains, and a warm atmosphere that lends itself to this Awards Conference.

The "Change of Watch" season is behind us now and the one thing I've known for a very long time, is we of the Fifth Northern do know how to party! We also know how to have FUN; the FUN we get from being an Auxiliarist; the FUN we get from teaching a class and having a student say "Thank you, I've learned a lot"; the FUN of examining a boat and having the boat owner say "Thank you, I feel good knowing that my boat is equipped with the proper safety items"; the FUN of assisting a boater in trouble and having him say "Thank you for helping my family, we were pretty scared out there." AND FROM ME TO YOU: THANK YOU FOR BEING AN AUXILIARIST.

William "Bill" Pierce, VCO, 5NR

NOTICE!
NEXT TOPSIDE DEADLINE - MAY 10th





NOGI



WILLIAM CHERRY, DIRECTOR
ALEXANDER M. LEWIS, COMMODORE

RECAPS

U. S. Mail Excels: Contrary to popular belief, the U. S. Mail is more reliable than delivering correspondence to the Director by:

1. Sliding it under the door.
2. Giving it to the Base OOD, Gate Guard or Exchange Manager.
3. Putting it on the hood of the Director's truck (new or old).
4. Throwing it in the Delaware River somewhere upstream of our office.

The latter hasn't been tried yet; but, we're sure that if we don't STOP this now, in the future we'll have to search the Delaware, just as we've had to search the Base and Office in the past.

Safety Patrols: Schedule your patrols now, why wait until all the good spots and days are gone?

1. Send an OPS-1 to the SO-OP of the Division you wish to patrol in. Be specific; request patrol on 7/11/88 in area (b), or . . . be general; request any 4 patrols in areas (c), (d), or (e) during the period 1 June through 30 August, or . . . be on stand-by in case someone has to cancel their patrol. Give the SO-OPs something to work with, they have a big job this year.

2. If you are unfamiliar with the area, ask the SO-OP for a crew-member or operator with local knowledge to patrol with you until you are ready to patrol on your own (SO-OPs will require some area familiarization even if you don't ask for it).

3. If you have an operational facility; but, are not BCQP qualified, ask the SO-OP to provide an Operator/Coxswain and crew to patrol with you (you and your partner can patrol as trainees).

4. There are approximately 1000 patrols available in 1988! Even someone like Bill Pierce should be able to get a piece of that action!!

The list of staff officers to contact for operations appears elsewhere in this issue of *Topside*.

Loss of CE and/or IT Qualification: Loss of CE qualification for not attending the required seminar occurs mid-year of the same year in which the seminar is missed. Loss of both CE and IT qualification for failing to meet minimum activity levels occurs in the year following the year in which minimum activity levels are not met. For purposes of our 1988 AMOS program, instructors who do not meet our new minimum activity levels in 1988 will lose qualification in 1989. They will still count as ITs in AUXMIS on year-end 1988 printouts! Hope this explains your IT goals!

From the Office of the Past National Commodore: Past NACO Aime R. Bernard likes the publications he receives from all of you! If he's on your mailing list, you can ensure he continues to get them by using his new address - 400 Orlando Avenue, Unit 8C, Ocoee, FL 32761.

AUXLAM in AUXMIS: AUXLAM graduates should check a Flotilla Roster (dated on or after 1/18/88) to ensure they have received credit! Completion appears on page A of the printout in the "Transfer or Disenrollment Information" column. Entry is formatted "AUXLAM-YY" where YY is the last two digits of the year in which the course was completed. Please let the Director know if you done it and it ain't there! We'll fix it if you do.

Operations: We have targeted substantial increases in operational activity and qualification under AMOS for 1988! Recognizing that all of you will need "beefed-up" support from District if you are to achieve your goals, we implemented a QE On-the-Job Training Program on 2/27 and we have lined up a massive operational training effort for the coming year! By May, we should have nearly doubled the number of QEs available to you. Take advantage of the many training opportunities and perform the required activity. . . your OPS goals will be easier than any of you might imagine!

Aids to Navigation: Funded Aids to Navigation Patrols and funded Private Aids to Navigation Verification Patrols are available in all Divisions this year. To conduct one of these patrols on a facility, all the regulations for Safety Patrols must be adhered to: but, the patrol can be conducted on any day of the week. The SO-AN is responsible for scheduling Aids to Navigation Patrols. The orders will be issued and distributed by the SO-OP. To conduct one of these patrols, contact the SO-AN in the Division you wish to patrol.

MDV Auxiliary-Mission Hour Reports: Effective 1 April 1988, the following procedures are to be used when reporting Marine Dealer Visits on the Mission Hour Card. Instead of entering hours in columns 29-30, enter the number of dealers visited that day! IN the "Remarks" section, enter the names of the dealers visited. Other parts of the form remain unchanged.

MDV 'Stats' Now in Auxmis! "MDVISIT" was added to line 4 of the Flotilla Roster (page B) following "RAPAIM." Number of visits appears under the "No." heading. Also, on line 4 at the far right below "SEA," the word "MDV" will be printed if the member is an authorized Marine Dealer Visitor. Authorized visitors should check to ensure that this entry appears. Notify the Director promptly if errors or omissions are found.

HELP! Commodores, DCPs, FCs, Staff, and members are requested to identify past recipients of Auxiliary A, B, and/or C Awards! When you know one, please send the member's name & number to the Director immediately. We need this SPECIAL history for your 50th Anniversary!

Public Affairs Reporting: If you're involved in an authorized Public Affairs Mission (see the Member AUXMIS GUIDE, COMDTINST M16790.2), you should submit a Mission Hour Report! Circle Category 10 and describe the mission under "Remarks" while completing the rest of the card as usual. Your unit should also ensure that the Public Relations Report (CG-4952) is completed and submitted on a monthly basis. This is an AMOS element!

NO Category 05! Do not use Mission Category 05 when completing the Mission-Hour Card. It has not been used for several years and does not appear on the current version of CG-4947; however, some of you "pack rats" out there still have the old version of CG-4947 with the pull-out carbons that does contain a Category 05. This form is OBSOLETE and should be DESTROYED immediately. Check your forms and take appropriate action!

ATON/CU Workshop: As promised . . . The 1988 ATON/CU Workshop is scheduled to be held in the 7th Coast Guard District at CG Base Mayport, Florida, from 24-27 May 1988. All Auxiliarist desiring to attend shall submit an application, no later than 24 April 1988, to their DSO-AN with copies to their FC and FSO-AN. DSO-AN will forward the application to the Director of Auxiliary with a copy to the DCO. Additional details and reservation forms can be found in the winter 1987 issue of THE NAVIGATOR.

STAFF CHANGES & INTRODUCTIONS Petty Officer Al Robinson left the Coast Guard on 15 March. His replacement is due in on 15 May. Petty Officer Chris Cassidy is scheduled to depart the Coast Guard on 20 May. His relief has not been named as yet. To help out in the interim, Base Gloucester City has authorized 2 of their personnel to work in our office as "strikers"! Both have been doing a tremendous job for us at a time when we desperately need it! . . . so I've asked them to introduce themselves to all of you and join us at our April Conference in Lancaster. Please take advantage of every opportunity to make both of them feel "at home" both in the office and at the conference!

"Hi, I'm Seaman Marvin D. Spann and I would like to say HELLO and that I'm glad to be here. I'm striking "Storekeeper" and hope to make Petty Officer 3rd Class soon. If I can be of any help, call me at Ext 314 and I'll do my best to help in any way I can!"

"Hi, my name is Seaman Apprentice Beth Ann Wooden. I am currently working in the Auxiliary office on the Striker program and will soon be advanced to Seaman. I am new in the office, so my knowledge of this department is limited. . . but, I'm learning every day. I will try to help to the very best of my abilities and look forward to meeting all of you at the conference! If I can be of assistance, please don't hesitate to call."

SAD NEWS: Immediate Past National Commodore Chris Lagen passed away on 12 February. Chris' many friends may send memorial donations in his name to USCGA Alumni Asasociation., Box A-31, USCG Academy, New London, CT 06320.

s/W. M. Cherry

FROM CENTRAL

Update Harry L. David, RCO-C



I would like to congratulate all of the newly elected Flotilla Commanders and Division Captains for 1988. You will be asked to do more this year than ever before. It will be a year of new programs, and you as Flotilla Commanders and Division Captains will be the leaders that will have to motivate your membership to meet the challenge.

To the Member, this coming year promises a number of changes for the Coast Guard as well as for the Auxiliary. Our Director, LT Cherry,

has informed us that there are more new programs on the horizon as well as those already in place, AMOS, AN updating and the Coast Guard non-traditional support to name a few.

In order to be prepared for these new programs, you must be well informed, this can best be accomplished by attending the conferences and Area meetings. The attendance at the recent Winter Conference was great. There was standing room only at the PE workshop on Water 'N Kids and a full house at the OP and VE Seminars. The Saturday Night Banquet was the largest for quite a while.

But we must not stop there, various workshops will be provided at all upcoming Conferences and the District Staff will report the latest at the Area meetings, which will all be held soon. Beside the knowledge that you obtain from the Conferences and meetings, you have the opportunity to meet old friends and to make new ones, adding to the fourth Cornerstone "Fellowship".

Harry L. David, RCO-C, 5NR

ATTENDANCE UP AT WINTER CONFERENCE

Almost 500 members attended the Winter Conference held again this year at the Valley Forge Hilton on the 22, 23, 24, of January. The weather smiled on us and we didn't have any snow for a change. The Member Training workshop was well attended as were the Information Systems, Public Education and Public Affairs. In fact 108 members attended the PE workshop given on Water & Kids. In the afternoon the two seminars, Vessel Examination, and Operations were held and the room was filled to overflowing. Much new information was presented for the coming season.

The banquet was well attended. Two hundred and eleven Auxiliarists enjoyed the dinner and the Swearing-in ceremony that followed. Our keynote speaker was Captain J.B. Coyle, Chief of Boating Safety, Fifth District. He let us in on some of the changes that will be taking place because of the money crunch. It looks like the Auxiliary is going to take up the slack when the call comes to assist the rest of the family. Awards were presented, AUXOP and Coxswain, to the deserving members.

The evening closed with the annual Casino Night, bigger and better than ever. A lot of play money exchanged hands and was used at the auction which was handled by Bob Nichols of 10-8. He sure can get in the money and he sold all the items that had been brought in, in no time flat. The hotel again assisted in making our Winter Conference the success that it was and we shall be returning there again next year.

M. Philip Stamm, Conference Coordinator, 5NR

FROM THE EAST

Update Eugene M. Pester, RCO-E



Creative Auxiliary thinking has its rewards. Thinking is the hardest work many of us ever have to do, and we don't like to do any more of it than we can help. We look for a short cut in the form of a clever scheme or stunt, which we call the obvious thing to do, but; calling it doesn't make it so. Unfortunately, too many Auxiliarist don't gather all the facts and then analyze them before deciding what really is the obvious course of action to be followed.

Where or how shall we go about discovering the obvious? Here are four basic questions which might help all of us perform our Auxiliary work in a more efficient manner.

(1) Never mind how a thing has always been done, or how others want to do it. *What is the simplest possible way of doing it?* Strip off all the accumulated ideas, practices, methods, techniques, and traditions. If a seven-year-old boy were tackling the problem for the first time, uninhibited by the experience of generations, how would he likely proceed?

(2) Suppose the whole thing were to be completely reversed? Nothing opens the mind wider to a new approach than to ask oneself this bold question. The fact that a thing has been done a certain way for years is likely to mean that it is ripe for challenge. Perhaps reversing it in some respect will turn out to be utterly obvious.

(3) What opportunity is being overlooked because no one has bothered to develop it? In almost everything we use in our Auxiliary lives there is opportunity for improvement — often so completely obvious that it should shame us not to have seen it. Benjamin Franklin, bothered by the need for two pair of spectacles, one for looking at things closely, and another for seeing things at a distance, developed bifocal spectacles, which have been a boon to humanity. Nothing could be more obvious.

(4) What are the special needs of the situation? Often the situation itself dictates its own specification, or presents some special — but overlooked — opportunity for improvement.

Woolworth with his original limited — price store, the inventor of the ball-point pen that does away with the ink problem, were all creatively obvious. The Auxiliary is full of unexpressed, unsensed needs, waiting for people who will bring obviousness to bear on the unsolved problems confronting our organization daily.

We should ask ourselves — how many of us have sense enough to see the obvious thing??? How many of us follow out our ideas??? We need more and more of this kind of thinking in our district today in order to move ahead in 1988. The challenges facing all of this year can and will be met if only we all seek out the obvious.

Gene Pester, RCO-E, 5NR

SPRING AWARDS CONFERENCE

April 29th - Lancaster

Details Page 9

See you there!



Member TrainingNancy Sterner, DSO-MT

Psychologists have a descriptive term for the way a three-year-old acts, "parallel play."

Watch a group of three-year-olds in the sand box. They are busy in opposite corners. One has a shovel and bucket; one has a rake and a hoe. At no time do they borrow each others toys. They may inadvertently throw sand toward each other but they rarely interact.

Watch a group of three-year-olds with blocks. They never work on a tower together. They play happily side by side but have not developed to the stage of playing with others. Each plays or works, whatever the case may be in isolation. That's "parallel play."

Sometimes Auxiliarists seem to act like three year olds. One Auxiliarist will do a task, carefully respecting the working space of another who is working on a similar task. We try not to mingle. We seem to imply, don't bother me and I won't bother you. Yet, as adults we have reached a more advanced developmental stage. We can and should join with others in our common concern, membership training.

We need to work together to build a membership training program in every Flotilla. We need to work with our Division and our District. Membership training is a job for all of us working together.

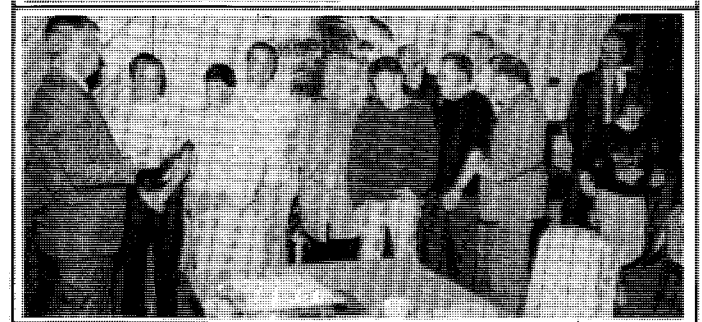
My father is a beekeeper. Perhaps I should not compare Auxiliarists with "lower order" bees, but then, I have already compared us to three-year-olds.

Over the years I've learned a lot about bees and their amazing cooperation in the production of honey. One set of scouts is always on the lookout to locate a new source of nectar. Others are fanners who actually stand on the landing board during a hot day beating their wings in a cooling motion. Some carry water to cool the hive and produce the honey. Cappers seal the honeycomb in wax. Others mate and produce to sustain the hive.

While watching the bees you can observe amazing examples of working together. What power cooperative behavior has when directed in the service of a common purpose. No "parallel play" for honeybees!

As we go about planning our membership training programs, maybe we ought to think about the three-year-olds and the honeybees.

Nancy L. Sterner, DSO-MT, 5NR



Career CoordinationAllen E. Wenrich, DSO-CC

The primary purpose of the Academy Introduction Mission (AIM) has always been to assist in securing cadets and future officers for the Coast Guard. Through the years, AIM has provided an opportunity for young men and women to experience the Academy life first hand. The Academy Introduction Mission has become a continuing program appreciated by the Academy and the Coast Guard because AIM participants are so well motivated before they become cadets. They know what the Academy is all about.

The Auxiliary also benefits from the Academy Introduction Mission: (1) increased visibility with the active Coast Guard, and (2) enhanced public image locally. Also, through the efforts of the Career Candidate Staff Officers, the Auxiliary reaches a broader group than just recreational boaters.

Through the efforts and cooperation of the Coast Guard Training Center (TRACEN) Cape May, our District has been able to provide exposure to the Coast Guard to all of the preliminary AIM applicants through the 2-day AIM Satellite Program. At the TRACEN the applicants sleep in "boot" quarters and observe and experience first hand the workings of a major Coast Guard base. The Coast Guard personnel at all levels have cooperated superbly with this "Introduction Mission."

AIM 1988, the Class of '93 (can you believe that?) needs everyone's support and is every Auxiliarist's responsibility. Remember, the AIM program for AIM Week at the Academy is limited to persons in their junior year of high school. However, if you are aware of a young man or woman, of any age, who expresses an interest in a Coast Guard career, put them in touch with your FSO-CC, SO-CC or local recruiter.

The United States Coast Guard Academy is the only national service academy whose appointments are tendered solely on the basis of an annual nationwide competition. There are no congressional appointments, state quotas or special categories. All applicants participate in the competition on an equal basis. The competition for appointment as a cadet is based on high school rank, performance on either the College Board Scholastic Aptitude Test (SAT) or the American College Testing Assessment (ACT), leadership potential as demonstrated by participation in high school extracurricular activities, community affairs, part-time employment, and athletic activities. Of course, all cadets must also meet the physical and medical requirements, also.

Through the AIM program, prospective cadet get a jump on others because they experience what cadet life is about and better realize the entire scope of the Academy and the Coast Guard.

Thank you to all who made the '87 AIM program a success and to all those who are doing the same for AIM '88 — for the Class of '93.

Allen E. Wenrich, DSO-CC, 5NR

**B. S. & S. GRADUATES
FLOTILLA 2-6**

Pictures at left show graduates receiving certificates from winter classes of BS & S conducted by Flotilla 2-6.

The top picture shows part of the class from Upper Dublin High School who have just received their certificates from Ted Altenecker, VCP II. Len Hecker was course supervisor of this class.

The bottom picture to the left shows Frank Domeracki, Course Supervisor, presenting certificates to part of the graduating class of the Upper Moreland High School BS & S class.

These certificates were awarded at a meeting of Flotilla 2-6.

submitted by Steve Mink, FC2-6, 5NR

**PLANS FOR
SPRING AWARDS CONFERENCE SET
FOR APRIL 29, 30, MAY 1, 1988**

Big doings are all in the works for the Spring Awards Conference to be held again at the Treadway Resort Inn, Lancaster, PA. The following terrific workshops will be held. Aids to Navigation working with Operations, Vessel Examination, Member Training and Member Resources should prove to be very interesting. After the State Boating Administrator's presentations at lunch, which will be held in the French Quarter Courtyard, we will again hold a Pennsylvania State Legal Requirements Workshop conducted by the PA Fish Commission. You have been asking for this so be sure and attend. Of course Boat Crew checkoffs will be available throughout the day.

The big event in the evening is the Awards Banquet which will be followed by a great "Splash" party at the pool. So bring your bathing suits and be prepared to join in the fun including a sing along which proved so much fun last year.

By the way, the luncheon and the banquet prices this year are the SAME, as last year NO increase. I have visited the Inn several times in the last few weeks and I think you will be surprised with the improvements. New lobby and many of the rooms have been refurbished and all will be ready when we arrive. Hope you have all met the deadlines for reservations, using the *Topside* Junior reservation form you received earlier.

M. Philip Stamm, Conference Coordinator, 5NR

**FINAL CALL
TO WIN A FREE PASSAGE
FOR SEPTEMBER CRUISE**

Time is marching on and the day of sailing on the SS Galileo is drawing near. If you intend to go on the cruise September 30, 1988 and want to be included in the drawing for a free trip you must get your reservation and deposit in by April 22, 1988 to Bea at Thomas Travel Service. If you need forms give me or Bea a call and they will be mailed to you at once. The Category I cabin accommodations are sold out, sorry. We still have Category II available.

Remember the ship leaves from Philadelphia Friday, September 30, 1988 and returns Sunday October 2nd. While on the ship much is planned. Remember it is called a "PARTY CRUISE" and I can assure you of lots of fun, excellent food, (in fact go on a diet now), casino, gym, and a star studded show each evening, plus many more activities too numerous to mention. Something for everyone is the motto of the ship, even breakfast in bed.

The drawing for the free cabin will be held at the Spring Conference in Lancaster at the banquet on April 30th. You do not have to be present to win. Remember, if you want a chance to win the free trip get your reservations in IMMEDIATELY. We get one free trip for every twenty people signed up for this great weekend.

If you have any questions call Bea at Thomas Travel Service 1-800-666-3600 or give me a call at 215-887-1826.

Phil Stamm, Conference Coordinator, 5NR

**SPECIAL TO U.S.C.G. AUXILIARY
National Conference - Honolulu, Hawaii - Sept. 1988
Round Trip Air Fare Newark, NJ to Honolulu via TWA \$498.00**

Need Deposit of \$250.00 by June 1, 1988
Towne & Country Travel, 9129 Roosevelt Blvd. Phila. PA 19114
Attn: Sandra Ginsberg 215-676-6565

FROM THE WEST

UpdateFrank Taylor, RCO-W



The Fifth Northern Winter Conference is over and has past into the annals of Coast Guard Auxiliary history.

It was a very busy conference for me, "One of the new kid's on the block." Between meetings and the welcome aboard party, seminars, the banquet, Monte Carlo night and a very busy Sunday—we, Lorraine and I, had to come home to rest. Wow! What a weekend!

Taking over the helm of a new job is not without its trials and tribulations, this one is no exception. However, taking over the helm after some of the recent changes, such as our uniform changes and our change to the Fifth Northern District has added to the whole scene, to mention a few. Quoting Captain Wallace in the last issue of the Navigator, "progress thrives on change."

Also, in the last issue of the Navigator, National Commodore Harr makes the observation that the uniform changes brings us on line with the regular Coast Guard uniform and coincides with the new policy of new areas of responsibilities for the Coast Guard Auxiliary. The Coast Guard knows our capabilities and is banking on us to help shoulder the work. Are we able? Yes Sir!

Frank J. Taylor, RCO-W, 5NR

LET'S ALL GO TO THE MUTT SHOW

The mutts are all coming. Hurray! Hurray!

Are you coming out to meet with your mutt team and take advantage of their availability and the opportunity for you to pass one or all of the tasks necessary for the crew or operator level?

By the time you read this, coordinator Louise Sowers will be well underway at Base Gloucester in covering different tasks on different weekends through 21 May and two weekends for on-the-water tasks (3,4,5 June and 8,9,10 July).

The C-DOGS with coordinator Russ Appler will be conducting a weekend session on 20,21,22 May for all tasks plus on water with follow up on 4 June for any incomplete. Then, another weekend session will be held on the weekend of 29,30,31 July for all tasks including on water with a follow up on 6 August for incomplete tasks. Both of these sessions or weekends will be held in Wilmington, Del. Everyone intending to participate with the C-DOGS must pre-register one month in advance so that the instructors can determine curriculum according to need. Each registrant will be notified two weeks later of curriculum, etc.

The West under coordinator George Smyth will hold their first weekend on 3,4,5 June in Division IX area and their second session on 22, 23, 24 July in Beltsville - Division X area.

If we are to set a record in 1988 for operators, we must pass quite a number of crew and operator personnel. Also, it will make possible your meeting your flotillas AMOS' goals. You cannot lose, for everyone is a winner — the Coast Guard, the Auxiliary, the boating public and you!

For further information, contact CWO Chip Hoovler at DIRAUX or any of the coordinators and let's all go to the MUTTS!

Russ Appler, IPRCO-C, 5NR



In November of 1987 a most successful Advanced Instructors Workshop was held at the Lionville Holiday Inn for 27 eager students, representing 11 of our 14 division. Even the staff represented 4 divisions. A special thank you to the staff, Eric Pennell, Joseph Welsh, and Tony Fimowicz my three ADSO's. Phil Stamm my right hand man and last, but by no means least, David Becker ADSO/MT.

The biggest discovery made by most of the students after taking part in a two minute drill, where from the time they walked from the back of the room to the front they had to decide what to say on the word they drew, and the five minute drill which they had prepared before arrival at the workshop, was: — THAT IT IS EASIER TO BE PREPARED. A good point for all instructors to remember.

We will be having the next advanced Instructors Workshop in Lionville, November 4, 5, & 6, 1988. We again want two from every division plus one alternate. Total to be 28 students plus a great staff.

The training aids display put on by students and staff after dinner on Saturday evening was fantastic. I hope all of you will bring the aids to the July Conference to share once again.

ATTENTION! Time to reorder books for your summer classes. Don't forget to send a notice to the BOAT U/S Boating Education Hotline — 1-800-336-BOAT. Also make sure George Smyth has the information in Harrisburg 1-800 AUX USCG, as well as DIRAUX. You would be surprised how many calls are redirected your way by these sources.

By direction of the National EXCOM the following student prerequisites are required in order to take Advanced Coastal Navigation Course, effective immediately:

1. U.S.C.G. Aux. Boating Skills & Seamanship (6 lesson minimum)
2. U.S.C.G. Aux. Sailing & Seamanship
3. U.S.P.S. Basic Boating
4. State Boating Safety Course (USCG or NASBLA approved)

If prospective student cannot show that they passed one of the above courses, they can challenge the final exam for either B.S.&S. or S.&S., and successfully pass it in order to qualify.

TEAM TEACHING, is the technique in which two or more instructors CONCURRENTLY teach a subject to a class, TRADING OFF for various parts of the subject material. In other words they are teaching together to the same class at the same time. This will be the topic for Summer Conference PE Workshop.

New books are ready for your summer classes. Order soon and avoid the rush. Also be sure to have all your handouts ready before classes start.

There will be a PE workshop in LANCASTER at the Spring Conference. The Penna. Fish Commission will again be present to qualify our instructors for teaching Legal Requirements for State credit.

We had the most successful workshop I have ever put on in Valley Forge. We had 108 people in attendance. I would like to take this opportunity to thank Kerri Sowers for her assistance, for our Water 'n Kids program.

Remember we must communicate with each other for a successful PE program in the grand and glorious 5NR. Those in the Central contact Eric Pennell; East contact Joseph Welsh; and in the West Tony Fimowicz. USE THE CHAIN OF COMMAND.

Looking forward to greeting all of you at the Spring Conference in Lancaster, Pa. for work, play and awards.

Picture at right shows the workshop staff being presented certificates of appreciation at conclusion of workshop: LtoR: Alice Stamm, Phil Stamm, Joe Welsh, Eric Pennell, Tony Fimowicz and David Becker.

Alice F. Stamm, DSO-PE, 5NR

26 New Members Attend Their First Conference at Valley Forge

A new "First Timers" program which started at the 1988 Winter Conference at Valley Forge, saw 26 first-year members attending their first District Conference. The winner of the special "First Timers" drawing was Joseph Lydon of Aldan, PA, a member of Flotilla 4-2.

As announced by Richard L. Raudabaugh, Immediate Past President Commodore, "This program is designed to encourage our new members in attending District Conferences...to benefit from the various seminars and workshops and at the same time enjoy the fun and fellowship that these conferences provide."

Members are eligible during their first year in the Auxiliary, starting with the enrollment date shown on their membership card. A special First Timers drawing at each conference will determine who wins a "free ticket" to the following conference. The "free ticket" consists of free registration, luncheon and dinner banquet.

Starting with the Lancaster (Awards) Conference — April 29-May 1 — First Timers will be invited to a special get-together meeting, enjoy a First Timers hospitality area and be provided with unique I.D. badges. An escorted visit to the District Store will also be on the agenda.

"We hope to get a good group of First Timers at Lancaster," Commodore Raudabaugh said, adding that the Program will be administered by the DSO-MR.

All First Timers should identify themselves as such at the Auxiliary registration desk, pick up the program and their special I.D. The Conference registration fee will be waived.

The following is a list of the "First Timers" at Winter Conference:

Judith A. Graham	1-1	Joseph M. Taylor	4-11
Ronald R. Graham	1-1	Stephen J. Marthouse	5-6
David D. Knotts	1-1	Charles F. Barker	6-3
Dimitri G. Peperiyas	2-3	George H. Roeschen	6-3
Lee G. Burden	2-5	William J. Sweeney	6-3
Frank J. Donadio, Jr.	3-3	Daniel Klem, Jr.	10-2
Pamela A. Donadio	3-3	James R. Vaughan	10-2
David A. Mellish	3-5	Dean W. Sargent	13-5
Victor J. Anderson	4-2	Lawrence Drosnes	13-7
Joseph P. Lyndon	4-2	Charles G. Garritani	13-7
Larry O'Brien	4-2	Randall M. Lyons	13-7
Madelyn C. Binnig	4-8	Kay L. Lozmack	14-4
Thomas J. Binnig	4-8	James G. Lozmack	14-4

To these and all other first-year members: Let's see YOU at Lancaster!

William Reimer, DSO-MR, 5NR

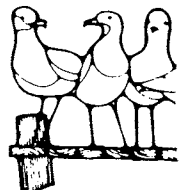


ARE YOU TRAINING YOUR NEW MEMBERS?

Help your newer members find the correct steps to take for their fuller enjoyment in the Auxiliary. Remember when the coloring books told you what colors to use on the pictures? Red for a hat, green for grass, blue for a ball and so forth? When we first join the Auxiliary we are given so much information that it is very difficult to assimilate much especially with all the acronyms that the Auxiliary uses. Please go over things with your new members to help them focus in a particular area that interests them. Help them with the colors until they can color their own pages red with excitement, blue with achievement and yellow with satisfaction.

In Division XIII we are offering the AUXOP Specialty Courses at Gloucester Base on Thursday nights beginning with Seamanship on 27 Feb. 88 at 1930. We will be running this and other courses until summer to provide the opportunity for everyone to try an advanced course and to help our Division and others to work on their awards for 1988. Everyone is welcome to join with us to earn the two-toned blue and grey Specialty ribbon of Achievement. Even those of us who have been in awhile need to color our pages. Call Tahnell Vogt at 609-667-7097 for scheduling. See you at the Base.

Caroline Sweigert, DCP, XIII

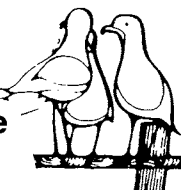


EANCON

Eastern Area

National Conference

Clearwater, Florida
May 11-15 1988



There is still time to make your reservations!
The hotel reservation deadline has been extended!
Details in Navigator and in your member mailing!

DIVISION V - NEWS RELEASE

The following information has been supplied to *Topside* by the Captain of Division V - Welton Fischer. The news release below was issued as a result of the following letter dated February 12, 1988 received by Thaddeus Piotrowski of Division V.

Commonwealth of Pennsylvania
Office of the Governor
Harrisburg

February 12, 1988

Mr. Thaddeus Piotrowski
225 West Eleventh Street
Bloomsburg, Pennsylvania 17815

Dear Mr. Piotrowski:

It is with pleasure that I reappoint you as a member of the Boating Advisory Board.

As you continue this important responsibility, I wish you every success for the benefit of the people of Pennsylvania.

With personal regards, I am

Sincerely,
s/Robert P. Casey
Robert P. Casey
Governor

NEWS RELEASE:

Thaddeus Piotrowski of Bloomsburg has been reappointed by Governor Robert P. Casey to serve another term of office as a member of the Boating Advisory Board, Pennsylvania Fish Commission. During 1988, Mr. Piotrowski will be serving as Chairperson.

For the past 28 years, Mr. Piotrowski, has been employed at Bloomsburg University as the Director of the Learning Resources Center. Since 1971 he has been involved in the presentation of U.S. Coast Guard Auxiliary public education classes and is presently serving as Commander of Flotilla 5-07, Williamsport. He is also on the Board-of-Directors for the Pennsylvania Boating Association.

Most of Mr. Piotrowski's summer weekends are spent serving the public by performing free courtesy motorboat examinations and boating safety patrols.

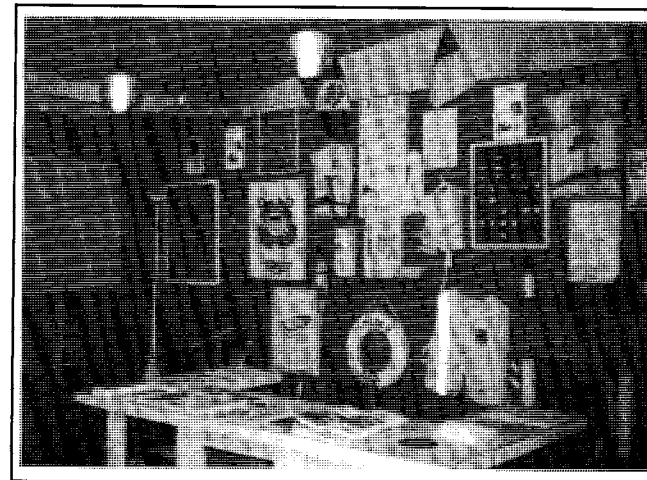
Pottstown Flotilla 10-5 Holds Annual Safety Booth



On March 9th through 13th, the Pottstown Flotilla had a safety booth at Sunnybrook at the annual Home Show. The five days provided 30 hours of time manned by ten people. The Flotilla earned third prize for "MOST INFORMATIVE" booth at the show.

Flotilla 10-5 performs this activity on an annual basis. The cost of holding the booth at this show is covered by the Flotilla members doing work for Sunnybrook. They have won eight awards in the past including receiving FIRST prize once. Picture at right shows the booth this year. The members of Flotilla 10-5 rightfully are very proud of this accomplishment.

submitted by Walt Edwards, FSO-PB, Flotilla 10-5, 5NR



Member Resources Bill Reimer, DSO-MR

The leadership of the Member Resources program is the responsibility of the District Staff Officer, as assigned by the Commodore.

The implementation of that program, however, is the responsibility of the members of every Flotilla. That means you, me, everyone. It's a team effort.

You of the 5th Northern who participated in the recruiting and enrollment of new members in 1987 certainly earned a "Well Done" for your efforts . . .

— 274 new members — the fourth consecutive year of improvement

— 162 net gain in membership, up 50% over 1986.

These results also helped produce a National net gain of over 1300 members. So, congratulations and hearty thanks for your work!

Now let's concentrate on 1988. Our District Mission Objective is a minimum 6% net gain in membership. Based on our year-end '87 roster of 2545 members, this gives us a net gain objective of 153 new members — minimum. To achieve that goal, we've got to enroll 300 or more new members — taking into account disenrollments, resignations, deaths, transfers. This is just a little more than 1987's results. It's certainly within our capabilities. In fact, it's an average of just over three new members per Flotilla. It can be done if we all work at it.

The primary source of prospective members at this time of year is our Public Education classes. As a course supervisor or instructor, give every student a copy of the Auxiliary's new color brochure, "Join the Coast Guard Auxiliary." Seek out and get to know the two, three or four most interested students — people you'd like to have in your Flotilla. Talk with them one-on-one about the further free training available through the Auxiliary . . . the opportunities for serving fellow boaters . . . the fun and friendship of other Auxiliarists . . . personally invite them to your Flotilla meetings . . . give their names to your Flotilla Staff Officer for Member Resources, asking him/her to follow-up, and to then follow-up again. Aim for an average of at least one new member from each multi-lesson course (Sail, BS&S, Coastal Piloting).

This kind of effort really works. It's "do-able." It's fun. It's personally satisfying. And it doesn't take much time.

Finally . . . congratulations to the members of

Flotillas 10-1, 14-1 and 14-2

who were responsible for enrolling 14, 16 and 11 new members, respectively, in 1987! Well Done!

FIFTH FACTS

Here are a few facts about the Fifth (Northern) as of 1/1/88 — that all members should find informative and useful.

- . . . Total members — BQ+169 AUXOP — 2544 + you = . 2545 the fifth largest District, Nationally
- . . . Total Divisions 14 average members per Div. 182
- . . . Total Flotillas 91 average members per Flt. 28
- . . . Total new members in 1987 274 average per Flotilla 3
- . . . Net gain in members for 1987 — 3rd highest Nationally . . 162
- . . . Total Facilities — 2nd highest Nationally 1093 ratio of 2.3 members per Facility is the highest among the eight Districts with 1500 or more members.
- . . . Total Courtesy Examiners & Instructors 1782 4th highest Nationally.

Considering that three of the four Districts larger than we have 1000 to 1700 more members, several of these Fifth facts represent accomplishments of which we all can be proud . . . thanks to you!

Watch for more FIFTH FACTS in future issues of **Topside**.

Bill Reimer, DSO, MR, 5NR

Vessel Examination Edward Rearick, DSO-VE

TOO MUCH OF A GOOD THING

When it comes to information, you definitely can have too much of a good thing. That's the opinion of a senior consultant with a local management consulting firm. He points out that much of the data that is produced may actually have "a negative value," since the huge volume of data generated tends to bury the real valuable information.

This theory makes sense. Many of us in the Auxiliary have our hands full gathering, processing and disseminating information; we simply don't have enough time to determine how much of that information is, in fact, needed — and by whom.

As a result, some people get swamped with information that is of little value to them, while missing out on — or not even knowing about — other information that could help them.

At our January conference, we had seminars and workshops on both Saturday and Sunday. Talk about information, it flowed freely. If you went away with any unanswered questions, it was your own fault. The question is however, how much did you retain and how much will you pass on? After all, that's what this weekend was all about. All this information is readily available from other sources, all you have to do is know where to look and read the *Directions*. That's right, when all else fails, read the directions.

I wonder how many of us have recently read the *Courtesy Examiners Manual*. I mean really read it from cover to cover? You should have if you entered Change 2 properly! To assume you can conduct a proper CME with last year's knowledge or hold a staff job at any level without complete information is to assume that you could put things together, make them work, take them apart, or fix them when faulty without reading the directions. Unfortunately, this is a natural tendency but not a wise one. So it would behoove us, especially us who are committed to boating safety in one way or another, to see that this information is passed on to those who need it.

Speaking of that, it has been pointed out that I may have miss stated the facts on Visual Distress Signals for Inland waters. The fact is "For vessels operating on inland waters, the Coast Guard Auxiliary requires some means of making suitable day and night visual distress signal. The type of device and the amount carried is best judged by taking into account the size, area, and the conditions the boat will be operating in. Recommended equipment could include approved VDS as described in H.1.e even if expired, but in serviceable condition: etc . . ." If I stated otherwise, shame on me.

With the successful passing of Groundhog day it won't be long before we are out on the ramps—in the marinas—doing our CMEs. Let's make sure we are professional. While the term professional is largely a euphemism, the following are a few of may definitions:

- . . . Always do something that you know is the very best you can do
- . . . Present the facts truthfully
- . . . Be cooperative and courteous
- . . . Put your pride away, accept all criticism, and use that which is valid
- . . . Meet deadlines

Perhaps you feel that I've been stressing professionalism too much. Doing the best you can, being cooperative, having pride but being humble aren't the only things professionals should do but rather everyone should do. The Marines have a saying, "The Few, The Proud, The Marines." Let's use it with a slight change. "The Few, The Proud, The Courtesy Marine Examiners."

Edward Rearick, DSO-VE, 5NR

1988 SPRING CONFERENCE
5th DISTRICT NORTHERN REGION — U. S. COAST GUARD AUXILIARY
29, 30 APRIL, 1 MAY 1988
TREADWAY RESORT INN, LANCASTER, PENNSYLVANIA
SCHEDULE OF EVENTS

Registration Desk Lobby Friday 1500-2000
 Saturday 0700-1130/1400—1500
 District Store—Orleans Room "A" Saturday Open through Lunch 1000-1600



FRIDAY, 29 APRIL 1988

1900-2000 Captains' Meeting Royal Street
 1900-2000 District Staff Meeting St. Charles Board Room
 2000-2130 District Board Meeting Basin Street "A"
 2130—? No Host Welcome Aboard Party Royal Street

SATURDAY, 30 APRIL 1988

0800—1200 District Board Meeting Orleans Room "C"
 0830—1015 Aids to Navigation (AN) & Operations (OP) Workshop Basin Street "A"
 0830—1015 Vessel Examination (VE) Workshop Basin Street "B"
 0900—1600 BOAT CREW CHECKOFFS Royal Street
 0900—1110 Ladies Coffee and Get Together Poolside
 1015—1030 Break
 1000—1600 District Store Orleans Room "A"
 1030—1145 Member Training (MT) Workshop Basin Street "A"
 1030—1145 Member Resources (MR) Workshop Basin Street "B"
 Including IS, MA, PA - DSOs - Q & A session.
 1215—1400 Luncheon French Quarter Courtyard
 State Boating Administrator's Presentations
 1430—1600 Penna. Legal Requirements Workshop Basin Street "A" & "B"
 Conducted by Pennsylvania Fish Commission
 1800—1900 Cocktails — No Host Bar Rumors Nightclub
 1915—? Awards Banquet Orleans Ballroom
 ?? Following Awards — SPLASH PARTY and SING-ALONG Poolside

SUNDAY, 1 MAY 1988

0900- Past Captains' Association Breakfast/Meeting Royal Street
 (Members Only)

MENU

LUNCHEON

Mixed Green Salad
 Turkey Divan on Rice
 Rolls & Butter, Beverage
 Chef's Vegetable
 Key Lime Pie
 (\$8.00)



BANQUET

Fruit Compote, Green Salad
 Prince 'N Pauper
 (Petite File Mignon and Boneless Breast of Chicken)
 Rolls & Butter
 Chef Vegetable and Potato
 Chocolate Chambord Cake
 Coffee, Tea, Sanka
 (\$17.00)

UNIFORM OF THE DAY

FRIDAY EVENING
SATURDAY-

Casual
 Tropical Dress Blue Long or Appropriate Civilian Attire
After 1800 -Dinner Dress White Jacket or
 Dinner Dress Blue (White Shirt, Black Bow Tie,
 Miniature Medals, No Name Tag) or
 Appropriate Civilian Attire

SUNDAY MORNING

Casual



NEW JERSEY BOATING LAWS

For the first time, boating education will be required in New Jersey for teenagers.

Adults again have escaped a state requirement to pass a boating safety course to operate a power vessel on state waters, but juveniles 16-year-olds and under have not.

The state Legislature passed a bill that was signed Jan. 20 by Gov. Thomas H. Kean making passage of a course mandatory for juveniles.

The new law, which would require any juvenile operator of a power boat to pass a safe boating course like the one given by the Auxiliary, is not nearly as extensive as the new Maryland law. In Maryland, anyone born after July 1, 1972, and living in Maryland must take a course in order to operate a numbered or documented vessel.

In order to give juveniles time to take a course, the New Jersey law specifically provides that enforcement by the state police will not begin until January 1989. State police superintendent Col. Clinton Pagano must approve the courses, but the list has not yet been released.

Moms and Dads, take heed. The penalties for a 16-year-old operator not having the certificate of completion in his possession if stopped for any reason are fines of between \$100 and \$500.

In addition, it is illegal for anyone under 16 to operate an inboard power vessel in the state and anyone under 13 to operate an outboard. Sailboats are specifically excluded in the law.

The bill is a watered-down version of a more comprehensive proposal by state Sen. Richard Zimmer, a Republican from Sussex County in North Jersey who has been pushing education. The original bill would have required a boating course for all power boat operators. Some groups interpreted this bill as a licensing law although Zimmer has always maintained it as not.

He says the new law is a start to more responsibility on the water and hopefully fewer accidents.

There are no other "licensing" bills on the horizon that would require tests and there are not likely to be any time soon. When interviewed recently, Zimmer said he intends to wait to see the impact of the new law before again pursuing mandatory boating education for power boaters.

Another law, enacted Jan. 12, will place boating crimes by juveniles in the adult category. This means they will be subject to the same fines and penalties as adults. Capt. James Momm, the state's boating law administrator and chief of the marine bureau, said his men will have to spend less time in juvenile court because of this law change.

These lameduck session actions by the legislature capped off two years of boating law changes that included a new requirement for boat titling and also a stronger drunken boating law that now allows use of a breathalyzer and which carries the same criteria for intoxication as the motor vehicle statute.

There were 366 accidents on tidal and non-tidal state waters in 1987 — 10 less than the 376 in 1986. There were 14 fatalities from those accidents in 1987 compared to 16 in 1986, an increase of 2.

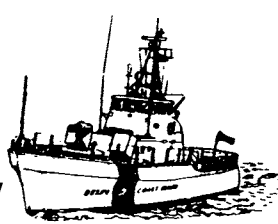
Enforcement of the new drunken boating law has resulted in 73 arrests in 1987 compared to 15 in 1986. The new law has led to more effective enforcement because its provisions are clear with established standards while the old law was vague and almost unenforceable.

However, the rise in the number of arrests should not be construed as an increase in the incidence of drunken boating, Momm stressed. "It means the marine police are now able to effect better arrests and prosecute more cases", he said.

Carol Wilusz, VFC, 13-1 and NJ State Liaison for 5N



TOWING: Voluntary or Involuntary



The Coast Guard in an ongoing attempt to secure some sense of posture from the boating community regarding the towing assistance policy, scheduled fourteen (14) public meetings in six (6) Coast Guard Districts during February and March 1988. The policy regarding the towing of vessels in need of assistance but NOT in immediate danger or distress is currently being studied as to its effectiveness and its long term effect on the safety of the boating public.

The fourth such meeting (three previously in the Eleventh District - California) was held at the Port of History Museum, Penns Landing, Philadelphia, PA on Tuesday evening, February 23rd at 1930. A total of 112 people were in attendance with approximately 25% making presentations to the assemblage on their positions on the issue. There were sixteen commercial providers present from as far away as Brooklyn and Southold, New York to the North and Washington, DC to the South. Eighteen Auxiliarists made themselves known and Fifth Northern Excom presented the Auxiliarist's position loud and clear. Ten Coast Guard and two Department of Transportation observers were on hand. The balance were 66 boaters from the public sector.

Captain K. C. Holleman, Asst. Chief, SAR Division OPS, CG HDQTRS moderated the session assisted by Captain Corson, SAR OPS- Fifth District. CAPT Holleman provided an overview of genesis of the Towing Policy beginning in 1983 up to present time with three (3) clarifications of the policy in the interim period.

The Auxiliary position was basically one of availability of ships and adequate personnel; excellent training; no cost to the boating public; detrimental effect on morale; and decreased participation of Auxiliary if present policy continues—non-emergency situations to qualified commercial tow operators.

The position of the towers was one of the utilization of Governmental resources (Auxiliary) by the Coast Guard to the detriment of the towers by virtue of "unjustifiable enforcement on the private sector."

The towers additionally pointed out their ability to provide these services at low cost to the boater upon the boater securing annual towing and emergency insurance from the industry. This was a rebuttal to the suggestion of the high cost of towing. Additionally, the towers indicated that it was solely by reason of their entrance into the towing business with its attendant high costs that a 25% reduction in Coast Guard case load had resulted. Finally, the towers equated their embracement—privatization of non-emergency SAR—of non-life threatening operations to an 80% reduction of the CG's annual \$388 million Search & Rescue budget or a savings of \$310 million.

The thrust of the boaters, in presentation after presentation, was the concept of "choice." Freedom of choice is basic to our Constitutional Heritage. One has to question the towers' allegation of infringement of "free enterprise," when volunteer Auxiliarists have been exercising the Law of the Sea almost fifty years without question. The pecuniary benefit to the Auxiliarist, if such be the case, is pale in comparison to that accruing to the tower. But those issues become moot in the face of the financial burden imposed upon the boater by virtue of deprivation of Freedom of Choice. In the final analysis, the question is: Shall recreational boat towing be voluntary and a matter of choice or involuntary and we pay the price. The resounding answer is voluntary choice.

Russell Appler, IPRCO-C, 5NR

WELCOME ABOARD TO THE NEW MEMBERS

As of February 18, the following 45 new members have been sent official "Welcome Aboard" letters by Director William M. Cherry.

Congratulations to each one — and best wishes for a long and happy Auxiliary "career."

DIVISION I:

- 1-1 Samuel S. Wright
- Janet R. Corbett

DIVISION II:

- 2-1 Catherine Beyon
- Michele Niken
- 2-3 Robert L. Strickland
- 2-9 Edward W. Brown

DIVISION III:

- 3-4 Larry E. Ashbridge

DIVISION IV:

- 4-2 Philip D. Marone

DIVISION V:

- 5-3 Frank E. Ferguson
- Russel J. Coyne

DIVISION VI:

- 6-5 Andrew D. Ritzie
- Arline C. Dolich
- Bogdan Jakubicki
- Ira R. Rolich
- Harry G. Jirinec
- Jacqueline R. Clark
- 6-6 Barry J. Rostash
- Marianne C. Fahner
- Kathy J. Lyons
- Margaret R. Sherry
- John J. Riley, Jr.
- Normal C. Helmold
- James W. McDermott
- Gerard E. Speck

- 6-9 Richard J. Strycharz

DIVISION VII:

- 7-2 Frank R. Petrone

DIVISION IX:

- 9-4 Val P. Cunningham
- Larry Pl Woomer
- Robert C. Johnson

DIVISION X:

- 10-1 Nadja Petrizzo
- Lawrence A. Wills
- Maryellen Heintzelman

- 10-2 William A. Haines
- Jack K. Krobobo
- Ruth Sokolowski
- Sally Ann Spall

DIVISION XI:

- 11-4 Steve J. Barbon
- Bruce R. Cogan
- Randall R. Madara

- 11-8 Krista E. Timpe
- Roy H. Timpe
- Thomas L. Herb
- Kenton E. Quint

DIVISION XIV:

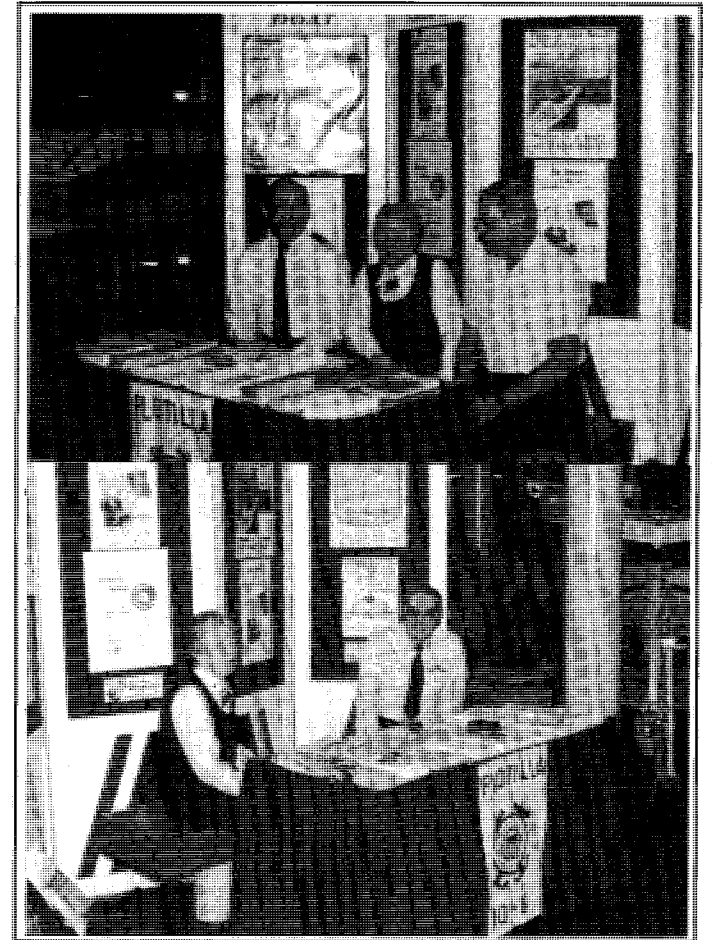
- 14-4 Harry G. Nemeck

submitted by: William Reimer, DSO-MR, 5NR

FLOTILLA 10-6 - SAFETY BOOTH

Flotilla 10-6 exhibited a Safety Booth in Montgomery Mall, Montgomeryville, PA during the month of March 1988. Pictured below are several scenes from this activity.

Photos: M. Philip Stamm



THIRTY YEAR SERVICE CERTIFICATE PRESENTED TO WALTER SMITH, FLOTILLA 3-8

Thirty years of active participation in the activities of the Coast Guard Auxiliary! This is a wonderful record.

In recognition of his dedicated thirty years of service a certificate was presented to Walter Smith of Flotilla 38 by Eugene Pester RCO (E) at the Change of Watch dinner held by Division III on 6 February at the Riverview Inn in Pennsville.

Smith is an Instructor, a Courtesy Examiner, an AUXOP, and is presently qualified as an Operator in the Boat Crew Program.

Many a boat operator on the Delaware Bay, as he sat glumly disabled, was happy to see Walt Smith speeding to his rescue in the "Salt Shaker".

At other times the voice of "Beeden Point Radio" has helped to calm the fears of a disturbed and frightened boater as Walt spoke to him from his home in Fortescue.

We all congratulate Walter Smith and thank him for his unstinting and dedicated assistance in the activities of the Coast Guard Auxiliary.

A special thank you from all the members of Division III. We are proud of you and glad you are a "part of us." It has been an honor to know and work with you.

submitted by Rhoda Davis, SO-PA DIV III, 5NR



photo: Topside Staff

ANOTHER LIFE SAVED

It was one of those special holidays, like others, filled with pleasant memories for most, but for a few, everlasting remorse and tragedy. Indirectly, with our emphasis on boating safety, we Auxiliarists seek to support the pleasant experiences of holidays on or near the water. Directly, our commitment and training prepares us to assist the recreational boater by offering advice to correct simple annoyances to efforts resulting in the saving of their lives. Like so many others before him, Leon Lohrman of Flotilla 10-02, 5th District Northern Division helped save at least one and probably two others during one of those unwanted holiday tragedies on Rehoboth Bay this past Labor Day 1987. His experience serves to draw added attention to the persistent causes, or at least contributors, to serious boating accidents, and the value and importance of properly trained Auxiliarists in a position to render assistance.

At the southern end of Rehoboth Bay, it was about 1930hrs when Leon and Arlene Lohrman were returning from clamming to their dock in Fisherman's Park. Leon noticed something red off to his right and at first thought it to be the sail of a capsized sailboat. His turn brought him closer and he could see people in the water. They appeared too far from their boat to be attempting to right it. As he approached, the sail turned out to be a 3 foot section of bow sticking above the waterline. Three men were in deep water. Two were together and had drifted about 30 to 40 feet from their boat; one of them was badly injured and the other struggled to keep his companion afloat. The third man was nearer but still about 15 feet from the disabled powerboat. None of the men were wearing PFDs. Leon immediately threw a PFD to the couple, and instructed the struggling man to place it on his companion and keep his head above water. The injured man appeared to be unconscious and had deep slashes passing across his face at an angle and exposing muscle about an inch into his face. The lone man swam to Leon as he prepared to maneuver to pick each of them up. Leon pulled him into his boat and discovered a leg wound that look substantial and continued to pour blood. By this time a Coast Guard vessel on its evening patrol was making its way to the scene. After assessing the situation, the Coast Guard crew pulled the couple from the water and Leon gave up his passenger. Meanwhile, the Delaware Marine Police also arrived but stood off due to the uncertainty of shallow water. Leon was then called upon by the Coast Guard Coxswain to transport the two less injured survivors and a Coast Guard crew member to the Marine Police boat. After the transfer, the 21 foot Coast Guard patrol boat sped to Massey's Landing with the seriously injured man. Upon receiving the other two men, the Marine Police followed the Coast Guard to Massey's Landing. At his nearby home, radio transmissions of the incident were being monitored by a local resident (former District Captain Rick Dotterer). Upon learning that the injured would be taken to Massey's Landing he immediately traveled to the landing where

he directed traffic and cleared the parking lot for the arrival of a helicopter for the seriously injured man and an ambulance for the other two. Thanks to team work between Auxiliarists, Coast Guard crew, and local health care professionals the injured were treated in an efficient and effective manner.

After all had departed the scene, Leon and Arlene collected the PFDs and any other accident-related debris. A beer can floated up from under a cushion and immediately suggested that alcohol may yet again have been party to a tragedy. The Lohrman's returned to their dock where one of the crew from the Indian River Coast Guard Station collected the materials. He later learned that all the victims successfully reached the hospital and the seriously injured man was guarded but stable and recovering. Another life saved.

As of our 1988 Winter Conference in Valley Forge, Leon or Rick Dotterer were unaware of the cause or final disposition of that Labor Day accident. It still seems likely that alcohol use or abuse is implicated in the mishap. Most surely another contributing factor was the victims ignorance of local hazardous conditions. This area of Rehoboth Bay contains extensive sand bar build up and associated shallow water. The area is passable only through select locations, locally referred to as Big and Little Ditches. Whereas the disabled powerboat may have run aground in two to three feet of water, the men struggled in depths of 10 to 14 feet, but ironically, probably a few feet from being able to touch bottom. This particular mishap also occurred at low tide which in turn enhanced the shallow water hazard throughout the area. Even the Coast Guard vessel ran aground and had to lift its engine and pole over the sand bars to initially reach the scene of the accident.

Bottom topography can change markedly from season to season or even within seasons with the mix of weather and tidal currents acting on sandy bottoms. Like other experienced and perceptive boaters working or creating in the same area, Leon takes special care to note changes in water depth and sand bar development, especially at the beginning of each boating season. A familiarity with local conditions is prudent and necessary for safe boating. Caution, questioning local residents about local conditions, and studying up-to-date regional charts are safety procedures in the best interest of all boaters.

This accident serves to further emphasize that boaters that do not wear an approved PFD court serious or lethal disaster. Leon Lohrman is but one of thousands who train and volunteer to serve the public as a U.S. Coast Guard Auxiliary member. As we all know, real people live today that otherwise would not because of our continued commitment, concern, and action. Another season is upon us and new challenges are surely ahead. Our best preparation is required. Human history suggests there is no limit on ignorance or the gratitude of a survivor.

Daniel Klem, Jr., FSO-PB, Flotilla 10-02, 5NR

ALL IN THE FAMILY

For approximately fifty years, we in the Auxiliary have looked to our parent organization, the United States Coast Guard, for financial and organizational development, and for the opportunity, as volunteers, to provide operational support.

Our genesis came about as a direct result of two concerns: Increasing calls for assistance from small recreational type boaters and a growing crisis of the clouds of war. Both of these concerns are prevalent today with the change that the war now is against drugs, along with the fiscal responsibility of national debt reduction.

The 100 million dollar short-fall in the Coast Guard's budget has required the commandant to decommission ships, close stations, cut back on services and personnel to effect the savings necessary by cost benefit analysis. Having been the beneficiary of the munificence of our parent organization over these fifty years, the logical posture of the Auxiliary is to "ask not what the Coast Guard can do for us, but what the Auxiliary can do for our Coast Guard and country."

Our position is clear. In the past, the Coast Guard family has been in the forefront in fighting for the freedom and survival of our country. Today, we, the Coast Guard Auxiliary will fight for

our own family's survival and struggle to preserve the freedom to assist our parent organization, the USCG, in a time of need; and the freedom to foster a wider knowledge of, and better compliance with the laws, rules, and regulations governing the operation of boats; and the freedom to promote safety, and effect rescues on the high seas and navigable waters; and the freedom to facilitate other operations of the Coast Guard.

We need to pass the word — among ourselves — and to and through the boating community — to secure responsible legislative support and funding, including restoration of cuts, to carry out our mission mandated by congress and the American people some fifty years ago.

The future of the United States Coast Guard is bright. Much remains to be done. The quickly growing boating population and demanded need for maritime services will continue to increase as the facilities and personnel of the United States Coast Guard are stretched even thinner. The need for the United States Coast Guard Auxiliary and its Volunteers will increase and persevere, for we are semper paratus — always ready — God willing!

Russell C. Appler, IPRCO-C, 5NR

EASTERN SPORTS AND OUTDOOR SHOW - HARRISBURG

The Eastern Sports and Outdoor Show was held February 6-15, 1988, at the State Farm Show Complex, Harrisburg, Pennsylvania.

A Boating Booth sponsored by 5NR District was erected by members of Division V 5NR. It was manned by United States Coast Regulars, Reservists and Auxiliarists from Division V and Division XIV. To include visitors from EXCOM VCO Pierce, RCO-E Pester, RCO-W Taylor. They were looking things over and all was found to be ship shape.

The Regulars were from the Recruiting Office, Point Mall, Harrisburg, Pennsylvania, CPO Kenneth Miller, AD1 David Weiler, SS1 Michael Biermaas. The Recruiters made about 12 contacts with young people interested in our branch of the Armed Forces. Also from the USCG Reserves was FA Chris McNamara a USCG Recruiter, and BM1 John Moramarco from Curtis Bay, Baltimore Group Md., Coast Guard Yard.

A total of 24 Auxiliarists, 3 USCG Regular Recruiters, and 2 Reservists from the Coast Guard Family got together to talk up the Coast Guard and Auxiliary and its many fine programs they have to offer. There were 480 contacts made for Boating Classes, 165 contacts made for CME, and 20 contacts for the AIM/RAP program.

This was a team effort with individual projections that formulate an outstanding reflection of the United States Coast Guard and the United States Coast Guard Auxiliary.

*SPO Boat Show Division V 5NR
Bobby G. Carter VCP V 5NR*

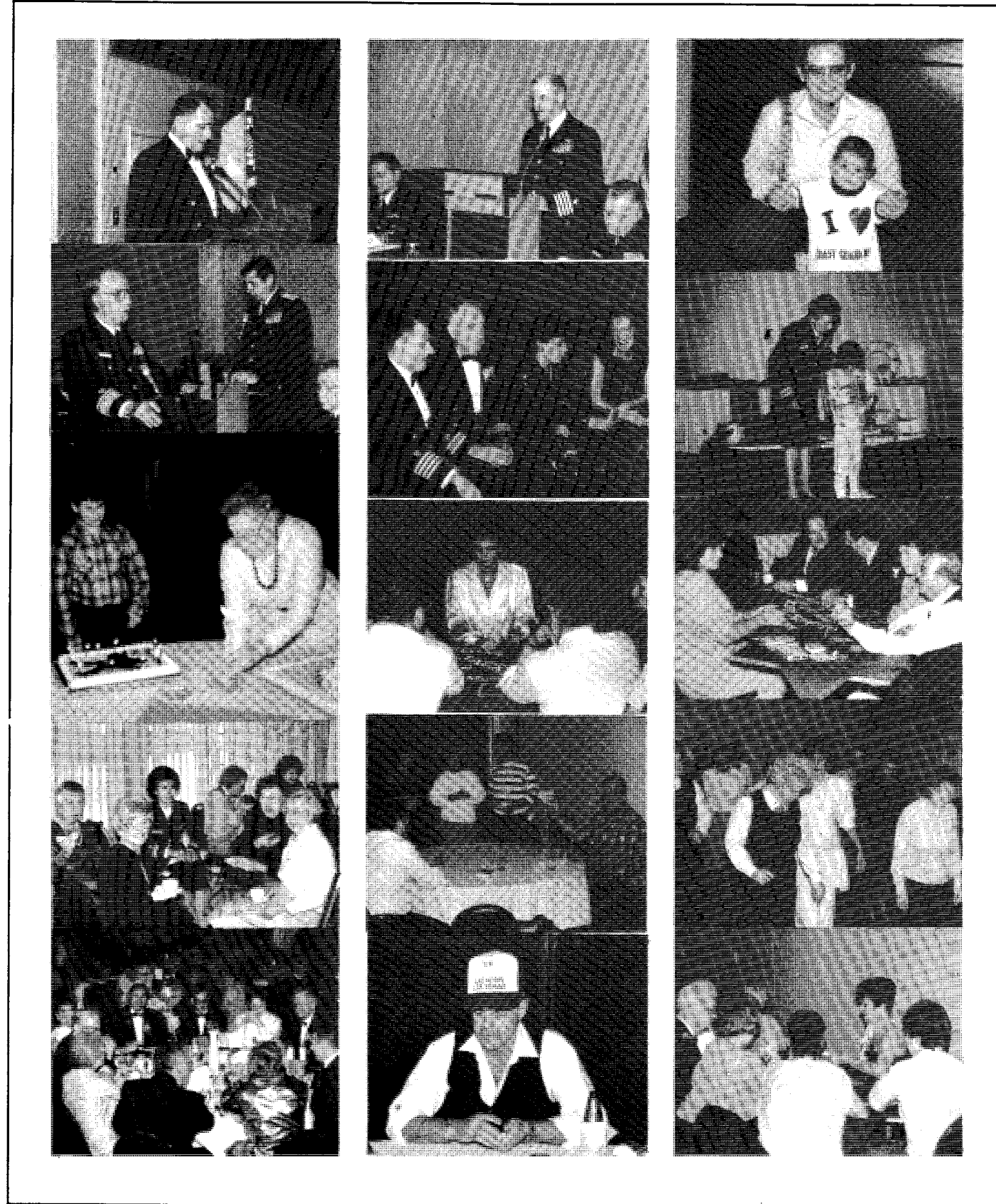


Views of Booth Activities



WINTER CONFERENCE - VALLEY FORGE HILTON

The scenes on these two pages show many of the activities which took place at winter conference - meetings, seminars, fun night, banquet and awards, and last but not least a couple of our littlest Auxiliarians.



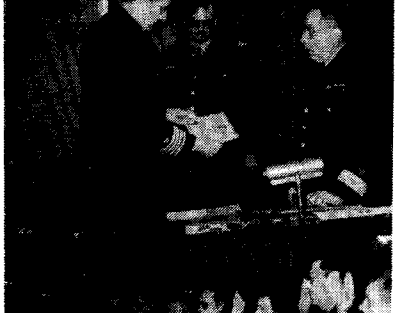
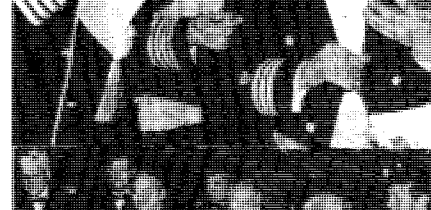
KING OF PRUSSIA — JANUARY 1988



Changes of Watch — Around the Fifth Northern District

Shown below are scenes from the seven changes-of-watch your *Topside* staff attended. Among the photos are scenes from Divisions II, III, VI, X, XI, XIII and XIV.

At this time, there is still one change-of-watch to go — Division V — which we will be attending so will have photos. If any of you have pictures from Divisions I, IV, VII, VIII, IX or XII, please send them in for the next *Topside* issue.



photos: *Topside* Staff

FIFTH NORTHERN REGION TENTATIVE CALENDAR — 1988

DISTRICT 5NR CONFERENCES

April 29 — May 1, Treadway Resort Inn, Lancaster, PA
 July 15-17, Wilmington Hilton, Wilmington, DE
 September 23—25, The Embers, Carlisle, PA

DISTRICT 5NR AREA MEETINGS

CENTRAL AREA

June 13, August 22, October 29
 Locations to be announced

EASTERN AREA

June 15, August 31, November 19
 Locations to be announced

WESTERN AREA

June 22, August 20, November 12
 Locations to be announced

NATIONAL CONFERENCES

EANCON - Eastern Area National Conference
 May 11-15, Clearwater Beach, Florida

NACON - National Conference
 September 14-18 - Honolulu, Hawaii

TOPSIDE DEADLINES

May 10th July 30 November 10

FIFTH NORTHERN DIVISION STAFF OFFICERS FOR OPERATIONS

Ronald Waters (I)
 64 Minns Road
 Rising Sun, MD 21921

Walton Porter (IV)
 1555 Marlboro Road
 West Chester, PA 19380

Charles Tier (VII)
 1508 Arient Road
 Forked River, NJ 08731

Paul Mackes (X)
 838 N. Sixth Street
 Allentown, PA 18102

Weldon Vogt (XIII)
 8 Meryl Lane
 Cherry Hill, NJ 08034

Isabel Jones (II)
 547 Overview lane
 North Wales, Pa. 19152

Anthony Fimowicz (V)
 267 E. Poplar Street
 Larksville, PA 18651

James Ristine (VIII)
 1302 Emerson Avenue
 North Cape May, NJ 08204

Scott Duffin (XI)
 409 Hill Road
 Wernersville, PA 19565

Clair Holtzapple (XIV)
 2137 Sycamore Road
 York, PA 17402

Harland Davis (III)
 Box 144 Davis Mill Road
 Bridgeton, NJ 08302

John Kratzer (VI)
 819 Fordham Street
 Delran, New Jersey 08075

Walter Murphy (IX)
 P.O. Box 41
 Shade Gap, PA 17255

Robert Ormston (XII)
 RD#1, Box 75B2
 Dagsboro, DE 19939

Coordinator for patrols in Chesapeake Bay
 M. Philip Stamm, 405 Randall Road, Wyncote, PA 19095

BOAT SHOW BOOTH PENNSYLVANIA FISH COMMISSION INFORMATION SHOW KING OF PRUSSIA, PENNSYLVANIA

In March of 1988, the Pennsylvania Fish Commission held a sportsmen's show at the King of Prussia Mall. Divisions II and IV, with some assistance from Division X, set up and manned a booth exhibiting Auxiliary education and safety program information. Pictures below show the booth being set up by members of Division IV. Since this was set-up time when the public was not admitted to the mall, members were not in uniform.



REFLECTIONS ON JOHN E. JOHANSEN

"When our sailing nears its ending,
When our course is all but run;
When the scenes of past endeavors
Crowd upon us one by one;
When we see in true perspective
Knowing wrong, and knowing right,
May we say, like Saul of Tarsus,
'I have fought a noble fight'.
May we find our life-long courses
Have not been steered in vain,
Lest the bearings we plotted
Must be reconned out again;
When we leave our earthly bodies
Buried deep in sea or sod,
May our endeavors be our glory
When we go to meet our God."

That poem was read by Commodore John Johansen for many a shipmate and friend on occasions such as this. We know he would have wanted it read here.

On behalf of the United States Coast Guard family, I extend to you, Mrs. Johansen — Georgie — our deep and heartfelt sympathy . . . to daughters Barbara and Karen, and your husbands . . . to John's three grandchildren . . . to his six brothers and sisters . . . to all other members of his family . . . to his Penn Mutual associates . . . his colleagues in the Sons of Norway . . . and to all his host of friends and admirers.

For all of us in the Coast Guard family, and perhaps for all of you — somehow this is a day of mixed and conflicting emotions . . .

Our hearts are heavy, knowing that John is no longer in our fellowship.

Yet — as members of John's Coast Guard Auxiliary family, we rejoice for having "The Commodore" with us for some 45 years. We are thankful for his inspiration to us . . . for his boundless interest and tireless efforts on behalf of the Coast Guard and the Auxiliary — and, as he would say — on behalf of his fellow boaters.

To all of us who knew him, he was John — although to his young friends, such as Past Captain Pete Schad's children, he was "Uncle John" — while to his grandchildren he was Pop-Pop. In his home Flotilla, (4-2), and indeed to all of us who served with him — John was "The Commodore". We knew his warmth and friendship . . . the wry wit . . . those sparkling, crinkling eyes when he smiled and laughed . . . his wise counsel and wisdom.

But . . . we also knew of his impatience and sometime annoyance with those who perhaps were not doing their jobs as John felt they should. On occasion — at whatever meeting it might be — John would ask to be recognized . . . then rising up to his full and impressive height, he would wag his finger and say, "That's not right" . . . or . . . "You're not doing this properly, and let me tell you why".

As our District's Historian, John was a veritable encyclopedia of sea lore, maritime history and customs, and the history of the Coast Guard and Auxiliary. He was a fantastic spinner of sea yarns and happenings of days gone by. He would stand up and smilingly say, "Some of you Fellas are a little too young to remember this, but let me tell you about . . ." Or, he might remark, "That reminds me of a little story . . ." His regular column in our National publication, *The Navigator*, was entitled, "In the Lee of the Longboat," always a joy to read.

During the past several days, I've spoken with many in our Auxiliary family. They talked of John with love and affection . . . in terms of kinship . . . admiration . . . respect. His long-time friend and immediate predecessor as District Commodore, John McIntosh, said, "John was an institution." Another old friend, past National Commodore "Pete" Bauer, has said of John: "No one else has done so much for the Auxiliary, as John Johansen."

He was a stickler for detail, saying, "If you're gonna do it, do it right". He took a certain mischievous delight in pointing out even the most minor discrepancy in a member's uniform, or in the sequence in which ribbons were worn.

Up until a year or so ago, John would spend many a summer Saturday at Radio Hillcrest — an Auxiliary radio station high atop a tower down near Wilmington — answering calls of distress from boaters, keeping in touch with the Coast Guard Base at Gloucester.

If during a meeting, someone was trying to recruit more members to man this station, they might indicate that you had to climb "about 150 steps" of the tower to get to the radio room. Quickly, John would interject . . . "It's 164 steps, and there's no toilet!"

One classic example of his attention to detail occurred just about a year and a half ago — in November 1986. Collin Campbell, LT, U.S. Coast Guard, and the Director of Auxiliary, came to our Flotilla meeting to render a tribute to John. I'd like to read it to you, because it speaks for all of us . . .

"Dear Commodore Johansen,

On the occasion of your 80th birthday, please accept, on behalf of the United States Coast Guard, our sincere appreciation for more than forty-three years of service to your fellowman. Since joining the Coast Guard family on 10 October 1943 you have served in many capacities. Your exploits as a temporary reservist are legendary and often cited among us in the Coast Guard whenever we discuss the temporary reserve in connection with the Maritime Defense Zone planning. As an Auxiliarist you have rightly earned the respect of the members of our region. This was well demonstrated when you were selected by your peers to the position of District Commodore from 1968 to 1969.

Today, you still serve. I need only look at the Directory of Officers to find your name prominently displayed not just at the district level, but more importantly, as an active flotilla member.

I know that the 4th of November 1986 marked a personal milestone for you. You should know that it marks a very personal milestone for many of us who have had the pleasure of knowing you. The affection that your flotilla and the entire Southern Region hold for you is very personal and precious. Thank you Commodore. You mean a lot to us.

With warmest personal regards,

/s/ C.S. CAMPBELL
Lieutenant, U.S. Coast Guard
Director of Auxiliary (SR)
By direction of District Commander"

REFLECTIONS ON JOHN E. JOHANSEN (Continued)

When LT Campbell had finished, John rose to his feet, stepped forward to receive LT Campbell's handshake, and taking the letter, said "Thank you, LT Campbell . . . that's very nice . . . but you have one of the dates wrong! . . ."

THAT was John.

Later, he requested — and received — a corrected copy of the letter . . . and subsequently wrote a warm "Thank You" letter to Mr. Campbell.

John was indeed a man of the Sea . . . and, as rumor has it, had more than a little salt water in his blood.

. . . born in Newport, Rhode Island . . . one of nine children, whose father was a chief gunner's mate aboard one of the ships of the then great white fleet.

It is said that as a child, he sailed little boats in Newport Harbor while other kids rode their bikes.

. . . one of his brothers, here with us today, is a retired Rear Admiral United States Navy

. . . a daughter also served in the Navy.

John's feats, accomplishments, and awards are legend. As I mentioned to his daughter, Barbara, to recount them all would take up this entire service.

Suffice it to say, however, John received just about every award the Auxiliary can bestow:

. . . in 1968 and 1969 he held the highest elected office in our District, Commodore

. . . in 1975 he received the nationally prestigious Michelob Schooner Award for outstanding contributions to boating safety

. . . from research done by our current Commodore, Al Lewis, I've learned that for several years in the 1950's, John served as skipper of an 80-foot vessel performing Auxiliary patrols in the Chesapeake Bay . . . that he cruised to Brazil as an observer aboard the Coast Guard cutter UNIMAK, and dream of his dreams, sailed aboard the U.S. Coast Guard Academy's Training ship, EAGLE.

He served on a patrol vessel in New York Harbor in July 1986, during our nation's 200th birthday celebration. And, he took great pride in the fact that he held U.S. Coast Guard Vessel Master's license #7 for all oceans and unlimited tonnage.

The Coast Guard Auxiliary's two highest member achievement designations were also John's — the coveted AUXOP Specialty training designation, and Auxiliary Coxswain, the highest level under our Boat Crew Program — and, mind you, he studied, trained, took examinations for and completed both, when he was in his late 70's!

Yes — John was truly dedicated to the Coast Guard Auxiliary. From his hospital bed late in January, John complained to me that he hated to miss our Winter Conference in Valley Forge . . . he would miss the fellowship of old friends — of course — he would also miss two qualifying seminars, and thus be unable to carry out his duties in Vessel Examinations and on-the-water patrols this summer.

That little episode made me think back to one of the many stirring addresses I've ever heard. It was given by General of the Army, Douglas MacArthur . . . delivered to the Corps of Cadets at West Point in May 1962. He closed his address with these words: "Today marks my final roll call with you . . . but when I cross the river, may last conscious thought will be the Corps . . . and the Corps . . . and the Corps . . . and the Corps."

I wouldn't be at all surprised if John's last conscious thoughts were in similar vein, but of God . . . of country . . . of Family . . . of the Auxiliary.

John Johansen — man of the sea — was also a man of God. He was an ordained Elder of this Church — served on its governing body — the Session — for 12 years. He also served here as a Trustee for 12 years.

At our Flotilla meetings, John always delivered the Invocation . . . his prayers reflecting his deep and abiding faith as — without exception — he asked God's blessing on our Country and its President, on the leaders of the Coast Guard and Coast Guard Auxiliary, and on our fellow boaters on the water.

I'm told that over the years, John developed a very special friendship with Rev. Walter Dosch (the presiding minister) — understandable, at least in small part, by the fact that Rev. Dosch is a retired Navy Chaplain. John might have preferred that he'd been in the Coast Guard.

This man of the sea . . . this man of God . . . by his life, by his example, has left us a legacy of love, devotion, and duty.

Love of God and Country
Love of the Coast Guard
Love of the Coast Guard Auxiliary
Standards of excellence in all that we do
Unswerving devotion to duty
Unselfish service to his fellow man.

John Johansen was the epitome of the Coast Guard Auxiliarist.

He was *all* that an Auxiliarist *should* be.

He was all that few of *us* can *hope* to be.


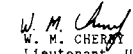
And so . . . we rejoice. We thank God for giving us — in His servant, John — a man of unwavering faith, devotion and zeal. We thank you, Commodore, for being such a stalwart leader, shipmate and friend.

God bless your memory to our hearts, as we bid you "Hail and Farewell" until we drop anchor beside you at the last great rendezvous.

AMEN

(The ship's bell then tolled eight times.)

The letter printed below was sent to William Reimer in recognition of his delivery of the above Eulogy.

U.S. Department of Transportation United States Coast Guard		Commander (ba-NR) Fifth Coast Guard District c/o Coast Guard Base	Gloucester City, NJ, 08030-9999 Ph: 609-456-7812 215-597-4355
			16790 24 February 1988
Mr. William E. Reimer, Jr. 429 Newtown Road Berwyn, Pennsylvania 19312			
Dear Bill:			
As you may or may not know, I have attended many Auxiliary funerals over the past 18 years and witnessed many a fine eulogy. The eulogy you delivered on Monday, in honor of Past District Commodore John Johansen, was without doubt the best I have ever heard!			
Your own love and respect for John was evident from your first words and throughout your remarks. Your incorporation of John's own love for his family, his church, all children, and his Coast Guard family was done to absolute perfection. The more you talked, the more I and others in attendance learned about John and the more our respect and admiration for him grew. I am certain that I speak for all who listened when I say that in the expression of your thoughts, you have said what all felt and none could have said better!			
Please accept my personal appreciation and that of all members of our Coast Guard family for a truly inspiring eulogy which none of us will ever forget! Nor will we forget John...for surely he has found new challenges, new waters to sail, and new shipmates to help!			
Sincerely,  W. M. CHERT Lieutenant, U. S. Coast Guard Director of Auxiliary (5NR) By direction of the Commander, Fifth Coast Guard District			
Copy: DCO/VCO PERSREC			

JOHN E. JOHANSEN

District Commodore 3rd (SR)
1968-1969
Member Flotilla 4-2

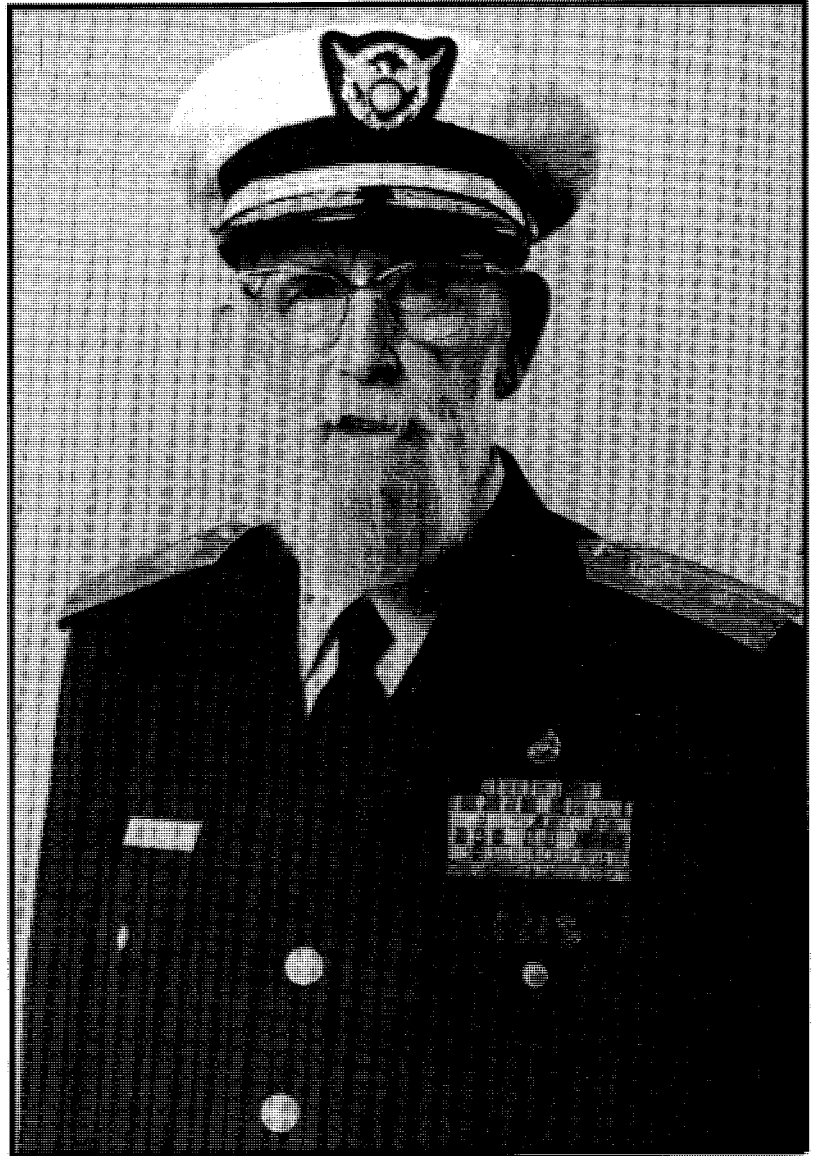
Members of the Fifth District (NR) — formerly the Third (SR) — were saddened to learn of the passing of Past District Commodore John E. Johansen on February 18, 1988. He was 81 years of age.

Funeral services were conducted on Monday, February 22 at Calvary Presbyterian Church, Upper Darby, PA approximately 100 of Commodore Johansen's friends from the Coast Guard family attended. Interment was at Valley Forge Gardens, King of Prussia, PA, with members from Flotilla 4-2 serving as Honorary Pallbearers.

Commodore Johansen is survived by his wife, Georgette, two daughters, three grandchildren and six brothers and sisters.

A summary of John's achievements in the Auxiliary and a testimony to his services will be published in the next issue of *Topside*.

However, inside this issue on pages 22 and 23 is Eulogy given for John during funeral services on February 22nd.



SEE PAGE 21 INSIDE THIS ISSUE FOR 5NR CALENDAR FOR 1988

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